### NEW YORK HERALD.

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AMUSEMENTS THIS EVENING.

BOWERY THEATRE, BOWOTY-PUTNAM-LORD OF THE BROADWAY THEATRE. Broadway-Machara. BURTON'S THEATRE. Chambers street—SHE WOULD AND SME WOULD NOT—CAPTURE OF CAPTAIN CUTTLE. NATIONAL THEATRE, Chatham street-Knights or

WALLACK'S THEATRE. Broadway-His Last Lags-ST. CHARLES THEATRE, BOWERY-PIRATE DOCTOR-

AMPRICAN MUSEUM-Afternoon-No Song No Sup-CHRISTY'S OPERA HOUSE, 472 Broadway-ETHIOPIAN

WOOD'S HINSTRELS. Wood's Musical Hall, 444 Broad

MADISON AVENUE-Afternoon and Evening-FRAN-CIRCUS. 37 BOWERY-EQUESTRIAN ENTERTAINMENTS GEORAMA, 686 Broadway-Banvard's Panonama CP

HELLER'S SOIREES MYSTERIEUSES, 539 Broadway OWEN'S ALPINE RAMBLES, 539 Broadway.

New York, Monday, May 9, 1853.

Mails for Europe.

THE NEW YORK WEEKLY HERALD The Cunard steamship Canada, Capt. Stone, will leave Boston on Wednesday at 12 o'clock, for Livergool.

The WEEKLY HERALD will be published at half past nine e'eleek to-morrow morning. Single copies, in wrappers,

Subscriptions and advertisements for any edition of the NEW YORK HERALD will be received at the following places

LIVERPOOL-John Hunter, No. 2 Paradise street. LONDON-Edward Sandford & Co., Cornhill.

Wm. Thomas & Co., No. 19 Catharine street PARIS-Livingston, Wells & Co., Rue de la Bourse.

B. R. Revoil, No. 17 Rue de la Banque. The European mails will close in this city at one and

three o'clock to-morrow afternoon.

By the arrival of the steamship El Dorado from Aspinwall we are this morning enabled to publish eight days later advices from California and the Pacific coast. This is the first arrival under the new weekly mail arrangement between this city and San Francisco, which has been so long needed by the inhabitants of the Atlantic and Pacific States, and marks another epoch in the commercial and social progress of the great-western world. Seven years ago were quite content with hearing from the other side of the continent once or twice a year, but now even a weekly mail will not be capable of satisfying the wants of the people. Routes for railroad and tele graphic lines over the vast plains and mountains that now separate the two oceans are about being surveyed, and in a few years we shall probably be not only in daily but hourly communication with our brethren in that quarter. But what is also remarkable, as illustrating the spirit of Yankee enterprise, we observe that an association, entitled the Japan and California Trading Company, has been organized in San Francisco, with the view of sending three clipper ships and one bark, loaded with all sorts of useful and curious articles, to the city of Jeddo. It is intended that these vessels shall reach the Sealed Kingdom in time to secure the trade of its people immediately after Commodore Perry, with the American Japan Expedition, has effected a treaty of peace nerce with the emperor. The vessels will take their departure about the 1st proximo, too soon to allow any vessels this side of Cape Horn to get ahead of them. There is nothing like being first in the field.

The mining and agricultural intelligence from the Golden State is quite cheering. The floods had nearly subsided, the weather was propitious, and both farmers and treasure diggers anticipated reaping most bountiful harvests during the coming season. The El Dorado only brought some fifty thou mand dollars on freight, but the steamer Northerner which was to leave on the 16th, had a large amoun of gold dust already engaged, which may be expected to reach this city in a day or two by the Illinois, which was waiting at Aspinwall when the E. D. sailed. But while the miners and agriculturists were doing so well the merchants were comparatively idle. Trade was unusually dull, as will be seen by the market reports.

It is pleasing to learn that crime is greatly on the decrease in California, only one murder having been committed since our previous accounts. That consisted of the murder of an expressman named Brown, by a Mr. Bowlin, who shot his victim in the streets of Stockton, and afterwards committed suicide in order to escape the penalties of the law. The notoricus Mexican bandit, Joaquin, was still at large, but had committed no new outrages. With the excention of the agitation of a scheme for the extension of the city front of San Francisco six hundred feet harbor-wise, the politicians were perfectly quiet. In fact the generality of Californians seem to take very little interest in the distribution of government offices, owing probably to the fact that they can all make more by serving themselves than the public at

Besides news from California and Oregon the El Dorado's arrival has placed us in possession of late and very interesting intelligence from New Granada and the South Pacific. From the former place we learn that an extensive conflagration occurred at Gorgona on the 26th ult. Nearly the entire bush ness portion of the town was destroyed, including three American hotels, with their contents. The natives, who have a great antipathy to foreigners, would have gladly stood by and seen the place converted to ashes; but the authorities appealed to their sympathies with the points of their swords, and thus prevailed upon them to lend a helping hand in tearing down buildings, in order to prevent the spreading of the flames. A large fire i also reported to have taken place at Valparaiso on the 24th of March. Property to the value of four hundred thousand dollars was consumed. Six days afterwards a violent storm visited the violinity and did considerable damage to the shipping.

From the Argentine Republic we have a confirmation of the statement that peace had been declared at Buenos Ayres, and that Urquiza had re-entered the city with his troops. Rumors were prevalent that a French vessel had sailed for Gnayaquil for the purpose of demanding satisfaction for the insult received by the consul of France during the recent Flores excitement. Trouble is anticipated in that quarter. Revolutionary movements were still keeping the people of Ecuador in commotion. Peru is likewise in great agitation in consequence of the expulsion of its minister from Bolivia. The veteran Gen. Blanco has been appointed Charge d'Affairs to

France from Chili. Our special Washington correspondent writes that he foreign missions are again to undergo discussion in the cabinet to-day. Secretary Marcy having as-

sisted in parcelling out the majority of New York ceedingly tired of being pestered by place-seekers, and is positively determined that the missions shall be disposed of in the shortest possible order. He declares that he has not, since his induction into office, had time to peruse the epistles of his friends, write a letter, or even read the newspapers which last deprivation is rather more than Ame nature can submit to for any great length of time. So the foreign appointments will soon be made, and the anxiety of applicants relieved. Among others who are in the field and ready to serve their country our correspondent mentions the name of Captain Scott-not the gentleman of the same name who brought down the coon-but the veritable Captain Scott, of Virginia, who brought down a bevy of President'al aspirants just before the last Democratic National Convention, by firing at them a single paper pellet. Among the whole flock General Pierce was the only one who escaped. Captain Scott's case will probably receive attention. There appears to be some difficulty in procuring a proper man to accept the office of Solicitor of the Treasury. It has twice been refused since the administration came into

relative to the recent accident on the New Haven Railroad, together with correct lists of the dead and injured. We have also commented at considerable length on this melancholy affair in another column.

The refusal of the Governor of Maryland to turn M'Creary, the alleged kidnapper of the Parker girls, over to the authorities of Pennsylvania, is creating some degree of sensation in the latter State. Governor Bigler is said to have visited Phila delphia for the purpose of consulting the State Attorney General as to the proper method of replying to Governor Lowe's refusal to give up M'Creary.

A despatch from the operator at Montreal states that a new line of telegraph has been put in operation, connecting that city with New York via Springfield Mass., Brattleboro' and Burlington, Vt. The new line, which is said to be a very superior one, connects with the House Printing Telegraph line, at

The attention of the reader is directed to the ininteresting documents which we to-day publish relative to the Tehnantepec Right of Way, including Santa Anna's original grant to Commodore Porter.

Father Gavazzi lectured last night as usual to the Italians, in the Sunday school-room of the Tabernacle. Notwithstanding the inclemency of the weather the hall was densely crowded, and numerous was the attendance of the ladies. The subject was " The superiority of the Gospel over Papacy." Father Gavazzi announced that the proceeds of next Friday's lecture at Metropolitan Hall will be consecrated to the erection of the Italian Chapel. It is also the intention of the eloquent reformer to establish among us a school for Italian boys, and a small hospital for poor Italian refugees.

The anniversary sermon of the American Home Missionary Society was delivered last evening, at the Church of the Puritans, by the Rev. L. P. Hickok. His subject was the dangers that threatened this country from its increasing prosperity and the great influx of foreign population. Owing to the inclemency of the weather the attendance was very slim. For a report of the sermon see another column.

The anniversary sermon of the American and Foreign Christian Union was preached last evening, in the Mercer street Presbyterian Church, by the Rev. John Kennedy, D. D., of Brooklyn. It was a very eloquent discourse.

To-day's inside pages coctain an interesting Letter from Hong Kong, descriptive of our trade with China, action of the American Commissioner novements of our Naval forces, &c.; Political and Gossiping Letters from London and Paris; Account of the New Territory of Washington; Commercial and Miscellaneous Intelligence; Advertisements, &c.

## The Massacre at Norwalk-New Law to Pre

We are still receiving hourly fresh details of horror from Norwalk. Up to the present moment the interest awakened by the awful drama has never flagged. The narrative of each new case gives a fresh and terrible shock to the mind. Of all forms of death that by which the bulk of the victims perished at Norwalk is probably the most hideous. Our blood runs cold at an account of a deliberate murder with the knife or the club; we are appalled at the sufferings of fellow men crushed mangled under a falien mass of sonry or rafters; we shudder as we picture helpless women and children buffeting wildly with the wave that is about to engulph them. But what are their sufferings compared to those of the unfortunates who found themselves, at a moment's warning, plunged under water in a cage whence no escape was possible, with a cruel and immediate death staring them in the face, and mocking their efforts? Let those whose nerves are firmly set picture their agonized struggles as the water rushed in upon them, and each frantic endeavor to escape only showed that delivery was hopeless! Under its most fiendish director, the inquisition never devised a more horrible torture. The thread of human life has never been more cruelly severed. Ingenuity could not devise a more savage method of putting to death forty-four human beings. No element of horror was wanting. Suddenness, physical suffering, mental agony, all combined to aggravate the last moments of the victims. History will class the catastrophe at Norwalk among the most frightful disasters this country has witnessed.

We turn with a sense of relief from this view of the calamity to a more practical consideration of its causes. Inquiry has now established the fact that the train fell into the river either because the engineer did not see the signal-ball denoting that the drawbridge was open or because the signal-ball was not hoist-The engineer states that he saw the sig nal-ball which indicates that the draw was not open before he reached the depot, but not afterwards. Other officials are positive that the signal-ball was down; and from the evidence obtained from disinterested witnesses there seems little room for doubting that this assertion is correct. We are convinced that the signal-ball was down, as the bridgekeeper and others assert, and were so yesterday, when we imputed the whole blame of the catastrophe to the engineer's carelessness. We have since been assured that the signal in question is so contrived that it can only be seen for a few seconds as the train approaches, and not at all after the engine has passed the station and curve, which is only about two hundred feet from the draw. This circumstance may possibly mitigate in some slight degree the culpability of the engineer, by shifting the burden to the shoulders of the directors. An accidental movement of the body, a spark or atom of soot might blind the engineer for a moment, and so prevent his seeing a signal so situated. It is just possible that the dreadful disaster of Friday was due to some such triffing cause. Or course this would go but a very short way to exculpate the engineer. Even if this theory were an established fact instead of a remote possibility, his crime in having driven the train at twenty miles an hour instead of eight, as required by the rules, would still ustify public execration. But whatever benefit he may derive from the discovery of

vates fearfully the guilt of the directors. It were waste of time to enlarge upon the miserable folly of erecting a signa! in such a position as to be invisible for the greater part of the time in approaching the point of danger. If there be a degree of negligence and care'essness which approximates to malice it is surely that which dictated the placing of the signal in

We have little to say to the directors of the New Haven Railroad. Before God and their consciences they are morally answerable for the massacre of forty-five human beings. The imperfections of our laws alone protect them from the punishment decreed against manslaughter. We know that they will read these lines with a smile, and will throw down the paper with a pleasant laugh. They have imbrued their hands in no blood, and have done nothing more than their friends, directors of other companies, or steamboat owners, have done over and over again with perfect impunity. The law cannot reach them, and, revelling in their security, they will dismiss the subject, with no pang but the one which the fear of diminished traffic may possibly cause Forty-four deaths, through their negligence mismanagement or niggardliness will not afflict them half so much as the prospect of losing as many dollars. Habit has made them callous to newspaper attacks, and public execration cannot affect the serenity of their tempers. A few weeks patience, and they know that all will be forgotten.

How long is this to last? During the brief period which has elapsed since the 1st of January no less than thirty-seven railroad accidents have occurred in this country, causing one hundred and twenty-three deaths, and inflicting serious bodily injury on two hundred and eleven persons, being at the rate of two accidents per week, and nearly one death and one-sixth fractures or severe contusions per day. As this is exclusive of persons killed by being run over or falling from the cars, we shall be within the mark if we say that the average mortality caused by the negligence, niggardliness, and sloth of the directors and officials of our railways is one life per day. This is less, it is true, than the mortality due to steamboat accidents, nine of which, causing two hundred and nine deaths, and fifty severe injuries to the person, have occurred since the 1st of January, 1853. But the elements may very possibly have had a share in the latter. The former are solely due to the hand of man. There are numberless railways on the world which do a very large business and on which a single life has never been lost. Nor do we see any valid reason for attributing any share of the accidents which occur on other lines to inevitable misfortune. We have never, in the whole course of our experience, heard of a single accident on a railway which might not have been averted by ordinary care, precaution, and management.

Accidents do occur and lives are lost because the directors and managers are lost to every consideration but that of personal gain-Avarice prompts them to employ inefficient men, at low salaries, whose incapacity thrusts a train into the water or causes a fatal collision. Avarice induces them to lay the rails down in so sharp curves that-as on the Hudson River Railroad, the New Haven road, and various others—the engineer cannot see more than a few yards before him, and children and even men, who happen to be upon the track. cannot see an express train till it is upon them. Avarice forbids the repairing of bridges and viaducts-the Harlem bridge swings and shakes as the cars roll over it, and will continue to do so. until some day it breaks down and forty or fifty lives are lost. Avarice suggests the size of the windows in the cars, which utterly precludes all hope of escape in case of accident. Ava rice, in short is the source and cause of all those miserable economies in salaries, stations, rails, grading, signals and cars, which directly

occasion the loss of one human life each day. If we would effect a practical reform it is on the avarice of directors that we must work. Abuse they can withstand, censure they laugh at-but they will feel keenly an inroad upon their purse. Let us follow the example of the Connecticut Legislature, and enact a law obliging railroad companies to pay a sum of moneysay \$10,000-for every life lost on their line and railroad accidents would soon be a thing of the past. All other remedies are useless.

THE RINGGOLD EXPEDITION.—We published : few days since a list of the vessels and officers belonging to the expedition for the survey of the North Pacific and China seas which is soon to leave this port. This expedition is deserving of more than a passing notice, and is by far the most important affair of the kind that has ever been undertaken by this government. Wilkes' expedition made much more noise in the world. cost more money in fitting out, and however great the results, they will not compare with those practical benefits which we may promise ourselves on the return of the one now on the point of sailing.

This expedition has several objects in view one of which is the opening of a road or highway for our clippers bound from San Francisco to China and back. The trade through this channel is already very great, and in a few years will be immense; and when the Pacific Railroad shall be built this highway will be pretty extensively travelled, as we may imagine. From the Sandwich Islands west, this region is almost unknown. The Ladrone and Caroline islands, and those numerous ones lying between these groups and Japan, and which dot the ocean far to the eastward, all require careful surveys. Shipmasters daily report new discoveries of unknown lands, and the non-existence of others laid down in the charts. In this region the navigator sometimes comes across inhabited islands, in which the people express as much wonder at the sight of a white man as did the natives when Columbus first set his foot on the shores of the West

All this wants to be set straight and proper charts published for the benefit of the country. The Japanese islands require also to be newly

surveyed, and if Commodore Perry should succeed in his object of opening trade with these rich countries the surveyor will follow closely in his track. Again, the seas of Ochotsk, Kamt schatka, Anadir, and the Straits of Bheringthe great resorts of our whalemen-require a close scrutiny, and such harbors and places of refreshment made known as may be the best suited to the purposes of our adventurous countrymen engaged in the whaling business.

The expedition carries out a scientific corps. which will incidentally, without interfering with the main objects proposed, pick up much valuable information.

By looking at the list of officers it will be perceived that although Commodore Stockton's the k ophole, it is very certain that it aggra- | reform bill did no pass the government has

practically adopted the main features of it by employing young and efficient men to con lact the survey. The commodore is a young commander, three young lieutenants command vessels, and the fourth is commanded by a passed midshipman or master, and the other officers, denominated in the list acting lieutenants, are passed midshipmen. .

Success to them we say, and to all expeditions and adventures of the kind.

THE TEHUANTEPEC QUESTION - COMMODORE PORTER'S GRANT .- To all parties interested in the Tehuantepec question, whether in connection with the Garay grant or the Sloo grant, the documents and vouchers which we publish to day concerning the original grant to Commodore Porter will be very interesting. It is known that Mexico was largely indebted to the services of Commodore Porter, in command of her navy, for the success of her war of independence against the Spanish crown. It is also known that Mexico was immensely liberal in her promises of compensation to the gallant commodore in land and money; but we have still to learn that either he or his heirs have obtained as yet the first instalment, principal or interest of these generous dotations. And if it be that the heirs of Commodore Porter have neither compromised, nor abandoned, nor forfeited his claim, then we see no reason why it should not take the precedence of both the Garay and the Sloo contracts. In any event, these papers in reference to Commodore Porter's pre-emption rights will magnify the apparent necessity for the settlement of all these conflicting claims to the Tehuantenec route upon some original and comprehensive basis. which, while it shall secure to us and the world all the required advantages of this isthmus portage. will also do justice to all parties concerned. And such a treaty will be a difficult piece

THE MAINE LIQUOR LAW IN KENTUCKY .-- We perceive that the Maine Liquor law is in a fair way of being introduced into the politics of Kentucky, the last State in the Union, excepting California. in which one would suppose the vox populi would countenance its introduction. How the people of Kentucky, accustomed as they have been from the times of Daniel Boon to the present day. to consider the sideboard, with its black bottle of old whiskey, indispensable to the rites of hospitality-how they can tolerate the idea of submitting for a moment to the espionage of this Maine Liquor law. we cannot imagine. Yet the Louisville Journal says this question is creeping into the politics of the State. and warns the whige against being caught by the trick. It is but a locofoco trap to catch such unwary whigs as may be deluded by this plausible Yankee notion of compelling men to be sober by cutting off their supplies. We should not wonder, however, if the whigs were to take hold of it. Indeed. it is quite possible that their national platform in 1856 will be limited to the two planks of free soil and the Maine Liquor law. But we must first wait to see how this liquor law takes among the good people of Kentucky. What !- "Shall there be no more cakes and ale" among them-

Anniversary Week .- The anniversary meetings of the various religious and philanthropic societies of the country take place in this metropolis throughout the week. They commenced yesterday by sermons and religious services in some of the churches, of which we give sketches elsewhere in our columns to-day. The following are fixed to take place throughout the week, and their proceedings will, of course. command a portion of our space:-

MONDAY, MAY 9.

American Seamen's Friend Society. Tabernacle, half-

American Famen's Friend Society. Indernacie, hair-past 7 P. M.

New York City Temperance Alliance.

The thirty fifth annual meeting of the Seciety for Pro-moting the Gospel among Seamen in the Port of New York, for the election of thirty directors, will be held at the office, No. 80 Wall street, at 12 o'clock M.

The Third Presbytery of New York will meet in Mercer street Church, at 10 o'clock A. M. rican and Foreign Christia 70 Hall, 10 A. M.

New York Colonization Society. Metropolitan Hall, 7½ P. M.

New York and American Bunday School Union Tabernacle, half past 7 P. M. The several schools have been assigned to meet at the following places:—

Cattle Garden—Nos. 2, 3, 6, 9, 10, 12, 13, 14, 17, 19, 22, 24, 25, 24, 35, 36, 37, 38, 39, 41, 44, 46, 50, 54, 55, 58, 66, 69, 73, 84, 85, 92, 94, 95, 66, 130, 141.

Metropolitan Hall—Nos. 4, 18, 20, 23, 26, 27, 32, 42, 45, 48, 52, 65, 67, 68, 70, 72, 76, 88, 102, 115, 123, 125, 134, 138, 140, 143.

138, 140, 143.

Baptist 7abernacle, Second avenue—Nos. 8, 11, 30, 56, 71, 75, 87, 98, 139.

Church of the Furitans, corner of Union place and Fifteenth street—Nos. 1, 5, 16, 31, 33, 47, 57, 59, 63, 64, 80, 81, 89, 93, 101, 117, 118, 131.

Rev. Asa D. Smith's Church, corner of Second avenue and Fourteenth street—Nos. 40, 51, 53, 60, 61, 106, 109, 116, 146, 151.

Baptist Church, Sixteenth street, near Kircht avenue.

116, 146, 151.

Baptist Church, Sixteenth street, near Eighth avenue—Nos. 29, 49, 74, 82, 83, 91, 163, 108, 114, 119, 120, 127, 137.

The exercises will commence at the places designated

Nos. 29 49, 74, 82 83, 91, 103, 108, 114, 119, 120, 127, 137.

The exercises will commence at the places designated, at 3 o'clock P. M., precisely.

WEDNEDAY, MAY 11.

American Tract Society. Metropolitan Hall, 10 A. M. American Anti-Slavery Society. Chinese Assembly Reoms, Breadway, 10 A. M.

Institution for the Blind. Metropolitan Hall, 4 P. M. American Home Missionary Society. Metropolitan Hall, 75, P. M.

National Temperance Society.

American and Foreign Anti-Slavery Society. Tabernaele, evening.

ale, evening.

American Female Guardian Society. Church of the Puritans, Union square, half past 16 A. M.

Annual meeting for the election of officers of the American Society for Ameliorating the Condition of the Je #3 in the new Bible Fouse, at 5 P. M.

American Bible Society. Bible House, Astor Place, 9

M. Public Meeting, Metropolitan Hall, 10 A. M.
Institution for the Deaf and Dumb. Metropolitan Hall, 4% P. M. Tickets 12% cents.

American Temperance Union. Metropelitan Hall, 7% M. Association for the Suppression of Gambling. Taberna-

ele, 7½ P. M.

The meeting of delegates preparatory to the World's
Temperature Convention will be held in the brick chapel in
Nassau street, at 9 A. M.

FRIDAY, MAY 13.

American Board of Fereign Missions. Metropolitan lall, 10 A. M.
American and Foreign Bible Society.
Five Points House of Industry. Tabernacie, 7% P. M.

These anniversaries are of much interest to the members of the various societies, and to the mass of the public. They congregate an im mense number of pious strangers in this metro polis, and so long as they remain, we need certainly be under no fears of New York meeting the same fate as the "Cities of the Plain," which could not muster so many as five holy individuals within their walls. The amount of funds annually collected and expended by these various associations is very large, and increasing year by year. In May, 1852, fourteen of these institutions reported as their aggregate receipts for the year \$1,236,398, which was a considerable increase on those of 1851, and we presume that for 1853 they will have reached a million and a half of dollars. This is an evidence of the wealth, piety, and philanthropy of our citizens, and of the activity which characterizes the management of our religious associations.

A QUICE PARRAGE.—The elipper ship Comet Captain Cardier, arrived at this port on Saturday, from San Francisco, in the short space of eighty-three day and eighteen dours, although she had to contend with a constant succession of head winds from Cape Horn to the equator, and was not able to lay her course for three weeks. She had twelve days to the equator on the Pacific, and was fifteen days from the equator on this side. The Comet was built by Mr. Wilbiam H Webb, of this city. The clipper ship Flying Dutchman, as Eastern vessel, assisted yeaterday, also from San Francisco, in S5 days. The Comet's time is said to be the shortest ever

Wetted States Senators from Rhode Island. The vacancy in the Senate of the United States from Rhode Island having recently been filled by an election made by the Legislature of that State, as we have announced some days since, we present to the readers of the HERALD a statement of the Senators who have represented the State in the Congress of the United States, with some notices of the most conspicuous of these Senators.

June 7, 1790. Theodore Foster. March 17

March, 1791. Theodore Foster. 1

March, 1793. William Evadford. Resigned, 1

Oct. 1797. Ray Green. March, 1

March, 1799. Ray Green. Resigned, 1

March, 1799. Ray Green. Resigned, 1

March 1799. Ray Green. Died, 1

May 1801. Christopher Eliery. March 1

May 1801. Christopher Eliery. Died, 1 Sam-el J Potter.
Beojamin Howland
James Feuner
Llista Mathewson.... Oct. 1807. March, 1809 James Borrill
Nebemish R. Knight
James D Wolf
Nebemish R Enight
Asher Robbins Do
Nebemich R. Kuight
Asher Robeins
Nebemiah R Koight
Nathan F Dixon
James F. Simmons 

history of the United States that Rhode Island was the last of the old thirteen States which adopted the federal constitution. This was done by a State Convention, at Newport, May 29, 1790, more than one year after the organization of the national government. Rhode Island had not, however, been wanting in patriotism and devotion to the cause of union of the colonies throughout the struggle for independence. She had been represented by delegates at the various Congresses, at Albany in 1754, at New York in 1765, and in the Continental Congress from 1774 to 1788. The assembling of the Continental Congress of 1774 was first recommended by a town meeting of the people of Providence, which movement was followed by the colonial assemblies of Massachusetts and Virginia, and by other public bodies and meetings of the people in the various colonies. The delegates from Rhode Island were among the foremost in assenting to the Declaration of Independence and the articles of confederation of 1778. Before the subject of a naval armament was taken up by the Continental Congress, some of the northern colonies had acted upon it, in 1775. Massachusetts, Rhode Island and Connecticut had, each of them, two or more vessels of war, fitted out, armed, and equipped by the colonial authorities, at their own expense. To these vessels Congress had reference in its first measures for a naval armament.

In 1787, the Legislature of Rhode Island being under the control of men without education or sound judgment, and some of them without principle, wholly intent upon wiping out public and private debts by the agency of paper money, refused to elect delegates to the convention at Philadelphia to frame a national constitution. But in that convention a letter was read from some of the wealthiest men and most respectable citizens of this little State, expressing their desire for a constitution, and promising their adhe ion. Subsequently the Legislature refused to call State convention to act on the constitution, and thus matters stood until 1790, when, by the exertions and influence of some of the prominent citizens the Legislature resolved to call a convention. Previous to this the obstinacy of the Legislature in keeping the State out of the Union induced some of the leading Massachusetts politicians to discuss the propriety and expediency of annihilating the State of Rhode Island, by dividing her territory between Massachusetts and Connecticut. The State convention, however, settled the matter, by ratifying the constitution, by a majority of two votes, on the 29th of May, 1790, and thus Rhode Island became a mem-

ber of the Union. Immediately after this final action of the State Convention, the Legislature proceeded to elect United States senators, and two federalists, Foster and Stanton, were chosen. Benjamin Bourne, a federalist, was also elected, by the people, to the House of Representatives. Thus the delegation to Congress from Rhode Island in both houses were prepared to which they did throughout his two terms. The State subsequently supported the administration of John Adams. As many of the measures of Washington's administration were carried by bare majorities, the votes of the Rhode Island senators and representative were highly important to the federal party.

Foster and Stanton, the first two senators, w men of moderate abilities. Both were lawyers-the former of Providence, the latter of Tower Hill, South Kingston, where he was also a gentleman farmer. He served but a short time in the United State: Senate, but from 1801 to 1807 was a member of the House of Representatives.

William Bradford, a lawyer of Bristol, for a time a judge of the Supreme Court of the State. He was elected to the United States Senate as a federalist, and was chosen President pro tempore of that body, in July, 1797 Ray Green was also a federalist, but not much dis tinguished in public life. Christopher Ellery, the first democratic senator chosen from Rhode Island, was a nephew of William Ellery, one of the signers of the Declaration of Independence. He was appoint ed by Jefferson collector of the customs at Newport. He had two sons in the navy. Samuel J. Potter was a federalist, of South Kingston. Benjamin Howland was a federalist, of Newport. We presume he was of the family of Howland of New Bedford, Massachu setts, descendants of John Howland, one of the Pilgrims of the Mayflower.

James Fenner, of Providence, was a democrat of the old school, and for more than half a century he was actively connected with the public affairs of Rhode Island. He was the son of Arthur Fenner who was governor of the State from 1789 to 1805 James Fenner was fourteen several times elected governor, and held many other offices of public trust He was noted for firmness of purpose, fidelity in hi transactions, and a courageous and indomitable will which formed the distinguishing traits of his characteristics ter. Governor Fenner died at Providence April 17 1846, aged 76 years.

Elisha Mathewson was a democrat, of Scituate not much distinguished in politics. Francis Malbone, a federalist, was of a wealthy aristocratic family of Newport. He had been a representative in Congress from 1793 to 1797, and died soon after his election to the Senate, in 1809. Christopher G. Champlin, also a federalist, of Newport, had been a representative in Congress from 1797 to 1801.

William Hunter was a distinguished lawyer, o Newport, for many years prominent as a federalist, and in our own times as a friend and supporter General Jackson. After graduating at Brown Uni versity, Providence, in 1791, when he was about eighteen years of age, he went to London, and com menced the study of medicine under his kinsman Doctor John Hunter, of the Royal Society, king's surgeon, and one of the most eminent surgeons of his time. Not liking the study of medicine, William Hunter soon turned his attention to the law, and entered at the Inner Temple, Lor don. On his return to Newport, at the age of twenty-one, he was admitted to the bar. 1799 he was chosen one of the representatives of Newport in the General Assembly, and was re-elected at different periods from that time to the year 1811, when he was chosen United States Senator, and held his seat until 1821. In all the importan discussions of that troubled period Mr. Hunter took part, and his speeches, especially those on the acquisition of Florida, and the Missouri compromise, won for him a high reputation as a sagacious statesman

and finished orator. In 1834, he was appointed by Gen Jackson charge d'affaires to Brazil, an office which, in 1841, was raised to that of a full mission, Mr. Hunter being continued as a minister plenipotentiary till 1844. Previous to his appointment to this foreign mission Mr. Hunter's pecuniary means were reduced; but he returned in comfortable circumstances, and retired to private life at Newport where he died, December 3, 1849, aged seventy-five years. His son, William Hunter, is chief clerk in the Department of State, at Washington. As a lawyer, Mr. Hunter was distinguished for the extent and variety of his learning, while his varied accomplishments gave him great power as an advocate. His style as an orator was ornate, elaborate, and scholarlike: but as a speaker, though highly impressive and attractive, he was more oratorical than is agreeable to present taste at the bar. He had given years of study and reflection to the subject of religious liberty. From the monkish libraries of Brazil, and from every quarter to which he could obtain access, he had accumulated vast stores of learning and re-

search, which he had intended for publication. Jeremiah B. Howell, of Providence, although a democrat, voted with his colleague, Mr. Hunter, against the declaration of war with England, in 1812. James Burrill was the last Senator from Rhode Island elected as a federalist. Nehemiah R. Knight, of Providence, has held many offices of honor and trust in the State, among others that of Governor, to which station he was chosen by the old republican party, in 1817, and continued for four years, until he was elected to the United States Senate, in 1821. He was three fimes re-elected, his whole period of service in that body being over twenty years, always acting with the whig party.

James D'Wolf was a well-known merchant of Bristol, R. I., and for many years was engaged in extensive commerce with Africa and the West Indies During the war of 1812 he was the owner of several successful privateers, by which he added to his previous large fortune. He invested part of his wealth in the manufacturing business, particularly of cotton. The Arkwright Mills, at Coventry, we remember as one of his establishments. He was a decided democrat of the old school, and as such he was elected to the United States Senate, in November, 1820, when he was a member of the Lexislature, at a time when there was considerable excitement on account of the slavery question, just before Missouri was admitted into the Union. In the United States Senate Mr. D'Wolf exerted himself in favor of a protective tariff, but after four years service resigned his seat. He died in the city of New York, in December, 1837, aged seventy-four years.

Asher Robbins, who succeeded Mr. D'Wolf, was a native of Wethersfield, Connecticut, but resided most of his long life in Rhode Island, where he held many important stations. He represented the State in the Senate nearly fourteen years. He passed off in that body as a man of profound learning, ripe scholarship, and classical eloquence. He acted with the whig party, and was generally esteemed by his colleagues in the Senate as a gentleman of the old school. He died at his residence in Newport, February 25, 1845, aged 88.

Nathan F. Dixen, was born in Plainfield, Connecticut, graduated at Brown University in 1799\_ studied law with Hon. Calvin Goddard of Norwich. Connecticut, and went to Rhode Island in 1802, where he established himself in his profession. In 1813 he was elected a member of the General Assembly of Rhode Island, and was chosen thirty-four times to the same body from the town of Westerly. where he resided. In October, 1838, he was elected by the whigs to the United States Senate, and while in that station, died at Washington City, in January, 1842, aged 67. He was remarkable for soundness of judgment, ingeniousness of nature, honesty of pur-pose, and an elevated love of country, which gained him the respect of men of all parties.

William Sprague is an extensive cotton manufacturer of Cranston, a business which his father folowed at that place. Mr. Sprague has held various offices, having been elected to Congress in 1835, and Governor in 1838. He was chosen to the Senate by the whigs to succeed Mr. Dixon, but resigned before the time expired, and was succeeded by John. Brown Francis, January 25, 1844. Mr. Francis has been variable in his politics, although elected Sensor as a whig. He was chosen Governor by a co alition of Jackson men and anti-masons, in 1833, and held the office five years. He was born in Warwick, being a son of a Philadelphian, who married a daughter of John Brown, a Providence merchant, and, we believe, was purchaser of sundry wild lands in the Northern part of the State of New York, called "John Brown's tract."

Albert C. Greene, a whig lawyer of Providence, is of the family of Major General Greene, of the Revolution, and has a good reputation in his profession, and as a scholar and poet is known in the republic of letters. James F. Simmons, of Provider known as a practical manufacturer, and prominent in the United States Sepate, to which he was elected by the whigs, as an advocate for a protective tariff. His course with regard to the Dorr revolution, and subsequent State matters, caused a division in the whig party, which finally effected the election of Mr. James as a democratic Senator. Of the latter gentleman we gave a notice in the HERALD some time since. John H. Clarke is a whig lawyer, of Providence. In the Senate he displayed ability as a debuter, and stood high in the confidence of his political friends. Philip Allen, the newly elected Senator, is a democrat of the old school. He was among the earliest friends of General Jackson in Providence. He has been successful as a cotton manufacturer, having invested part of the fortune he inherited in that business nearly forty years since. He has been twice elected Governor, which office he now holds, but will doubtless soon resign, as his Senatorial term commenced on the the 4th of March last.

# The Amusements of New York.

In our rotice of the entertainments of the metropolis, we have little else to do than repeat the observations which we made use of a week ago in regard to them. First among them in point of attraction stands Franconi's Hippodrome, the first week of which, ending on Saturday, was most successful. The management has adopted the system of day and evening performances, and we are cre-dibly informed that the attendance has attained the enormous figure of sixteen thousand a day, or eight thousand for each representation. We have already given such extended notices of the performances that it is ever, that an entirely new series will be introduced in the course of the week.

The brilliant opera troups under the management of Mr. Le Grand Smith is dissolved. The season closed on Friday evening, with the performance of Don Giovanni, for the benefit of the impresario. Of the enterprise as a whole, we have only to record the same disastrous result as has almost invariably attended opera speculations in this city —a decided failure in a pecuniary point of vie «. A bat-ter company of artists, with Alboni herself at their head, could not have been produced at any theatre in the capi-tals of the Old World, but still the consequences have been anything but desirable. The manager has lost money, the company is dissolved, and for a time at least operahas made its congé to New York. There are various causes to which this invariable failure of operation undertakings may be in part attributed; but we think that chief among them, is the forbearance manifested by impresaries to certain artists—of whom Alboni is certainly not one—who are always trafficking with and disappointing the public compelling the manager to com-ply with their demands under threat of refusing to sing, feigning illness on occasion where much public interest is called forth, and thereby irretrievably sinking the whole company in the estimation of the community. man should not be engaged at any price, and we are sure the public would very willingly dispense with the services of persons who systematically conduct themselves in such

The new Opera House Association is now completely organized. It-directors are elected, and operations will

be commenced immediately to erest the new edifice. The American Musical Fund Society has engaged Mis-Ein berly to read the comedy of "A Midsummer Night's Fream, " in Metropolitan Hall, on Monday evening next, the 16th inst. Mendelschu's music accompaniment will he performed by a band of one hundred instruments, and master Paul Julien is also engaged to play some solog